GRUMMAN
plane news
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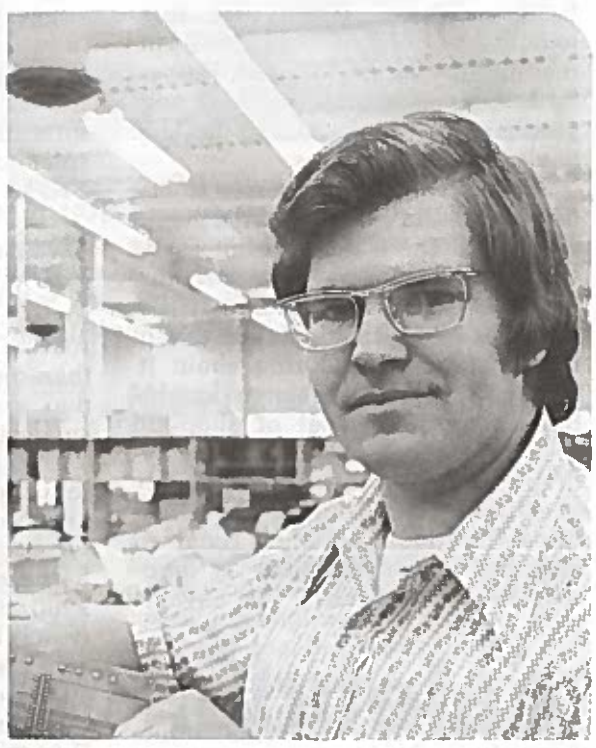

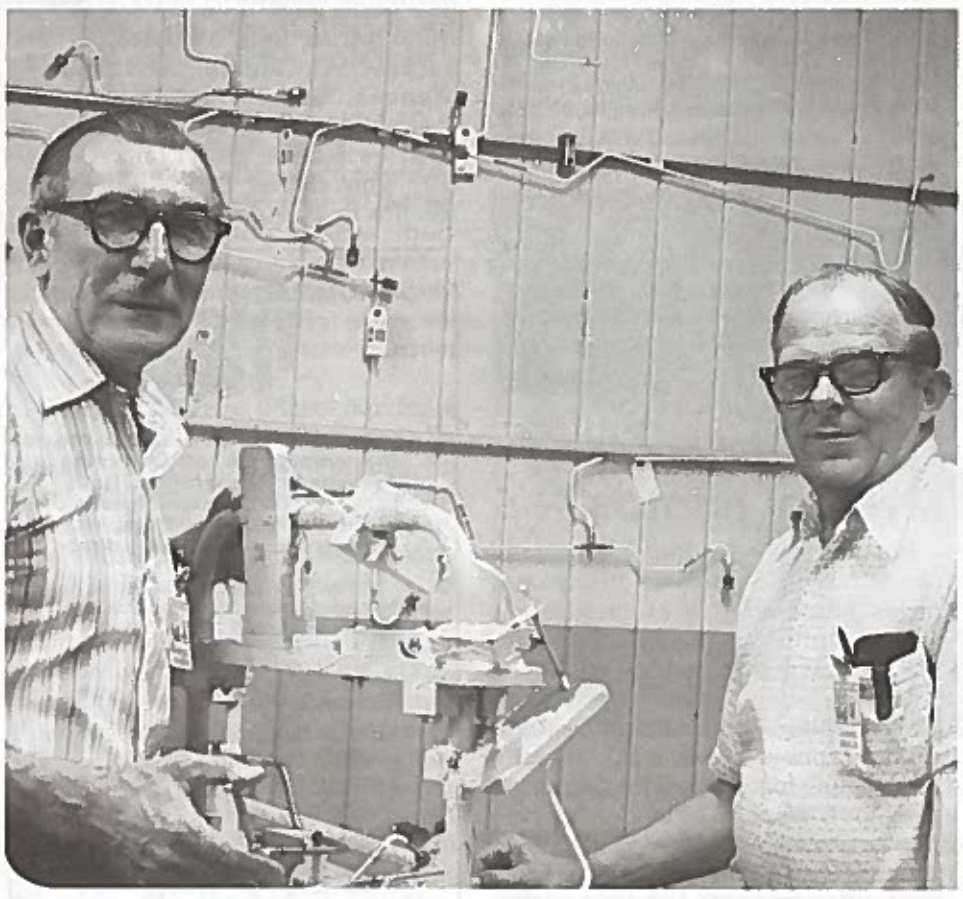

On our most wanted list: People with good ideas - 2

Seven hit big bond jackpot; ideas pay total of $16,550

In the month of May, 72 industrious Grummanites were awarded $16,550 in U.S. Savings bonds (face value) for their employee suggestions. Total associated savings of $402,594 resulted from the suggestions.

Top Project Sterling award honors for the month of May go to Will Rutherford of the Machine Shop in Plant 56. His suggestion of revising the clamp arrangement of a complex F-14 machined detailed part, not only reduced machining time, but it also improved the quality of the F-14 part — eliminating mismatches and handwork. A Grummanite for over eight years, Rutherford plans on submitting more suggestions while his $1,350 in U.S. Savings Bonds matures.

Frank Savage and Charles Kocka of Propulsion Test, Plant 2, both knew that there must be an easier way to maintain spec clearance during the pre-fitting of cryo-fit assemblies ... so, they decided to join forces and do something about it. The two hydraulic bench assemblers suggested a set of shop-aid tools. With these new tools, an hydraulic assembly can be completely pre-fitted according to specifications. The tools are then removed and the entire assembly is cryo-assembled as one unit. The Savage-Kocka team will split $1,350 in bonds — just because they suggested a better and more economical way to do their job.

Al Guecia, a tool inspector in Plant 2, also cashed in on an idea suggesting a better method of performing his job. He revised the F-14 wing plant contour inspection fixtures to reduce inspection set-up time. Previously, each fixture board had three precision locating holes to line up and locate boards, which cause installation difficulties due to slight tolerance variations. Guecia suggested retaining one precision hole for positive location and slotting the other two holes to facilitate fixture board installation. For his efforts in suggesting a less costly and time-consuming method, he reaped $1,150 in U.S. Savings bonds.

Two better than one

It doesn't take much convincing for Ed Drydol and Frank Russo to realize that two heads are better than one. The names of the Plant 44 duo appeared twice on the May suggestion awards list.

Drydol, a manufacturing inspector, and Russo, a harness electrical assembler, suggested revising the wire-cut lengths in the F-14 harness. As a result, they saved over 1300 feet of wire per aircraft, for which the duo split $1,200 in bond awards. Their second monthly award of $150 was for a suggestion of reducing the wire length on the F-14 triax cables.

Replacing fuses in the four wire-tab-marker machines in Plant 44 was a tedious job — each time a new fuse had to be installed it took five hours of calibration in addition to replacement time. Fred Menges, an electrician technician in Industrial Controls, decided to find a less time-consuming and costly method of replacing the wire-tab-marker's fuses. He suggested relocating the fuses from the inside temperature controller to an exterior panel. His idea not only reduced replacement and machine down-time, but since the fuses were no longer near a high internal heat source, failure time was also cut back. Since replacing fuses was one of Fred's tasks to perform, it greatly improved his jos when his suggestion was implemented, and he netted $1,200 in bonds for his efforts.

Other suggestion award winners for the month of May are:

$950 — Edward Smyth, Fwd. Sub-Assy., Pl. 1.

$850 — Frank DeQuarto/Joseph Ambrose, Final Assy., Pl. 6.

$600 — Richard Arso, Fac. Maint., Pl. 27.

$575 — Douglas McDonough, Propulsion Test, Pl. 2.

$500 — Martin Schlueter, Press, Pl. 3.

$450 — Bernard Picone, Prototype, Pl. 1; James Suchocki/George Menasian/Wilbur Cook, Support Dept., Pl. 6.

$400 — William Turnquist/William Kirschner, Central Purchasing, Pl. 30.

$350 — Edward Drydol, Mfg. Insp. and Val Tassone, Harness, both of Pl. 44.

$300 — Daniel Gray; William Zeiser, both of Mach. Shop., Pl. 2; William Sitzabee, Receiving Insp., Pl. 24.

$275 — Carl Blahato, Fuse Joining, Pl. 1.

$250 — Sam Lipiro, Steel Pts. Assy., Pl. 2; Frank Leotta/William Gordon, NC Mach., Pl. 3.

$225 — George Kramer, Honeycomb Bonding; Theodore Flynn, Insp. Mech., both of Pl. 3.

$200 — Howard Willing/Robert Greif, Sub-Assy; Frank Rule/Frank Abbondondolo, Sub-Assy. Maj., all of Pl. 1; Leslie Brown, Det. Pts. Mfg. and Stanley Mruz, P.C. Det. Pts., both of Pl. 2; Domenic Capobianco, Pre-Flt., Pl. 7.

$175 — Richard McLean, Sub-Assy., Pl. 1; Joseph Consavage, Elect. Inst., Pl. 6.

$150 — Edward Drydol, Mfg. Insp. and Frank Russo, Harness, both of Pl. 44.

$100 — Ralph Benedict, Sub-Assy; Howard Willing/Robert Greif, Fuse Sub-Assy., all of Pl. 1; Lawrence Fontana, Steel Pts. Assy., Pl. 2; Ralph Acquaro/Gus Waller, NC Mach., Pl. 3; George Muller, Sys. Integration, Pl. 4; Arthur Ploessel, Qual. Control; Peter Bohnert, Mach. Shop, both of Pl. 5; Salvatore Sarbello, P/S Elec. Engr., Pl. 6.

$75 — William Szeglin, Sub-Assy., Pl. 1; John North, Prod. Shop, Pl. 52; Chester Collins, Mach. Shop, Pl. 58; Maurice Junod, F14 Maj. Assy., Pl. 77.

$50 — Charles Suntzenich Jr., Prototype; Nicholas Castaldi, Sub-Assy.; Frank Rule/-Frank Abbondondolo, Sub-Assy. Maj., all of Pl. 1; Bruno Lehtila, Sm. Pts. Fab. and Nicholas Barbetta, Router Shear, both of Pl. 2.

Look familiar? Of course that's Joe Gavin, Grumman Aerospace Board Chairman at the right. And Lt. Rick Bradley (L) and Lt. Denny Gladmann, the Navy pilot and NFO who flew the F-14 Tomcat during the Paris Air Show. But a surprise visitor to the Grumman exhibit was the former Grace Kelly, now Princess Grace of Monaco, who proved most interested in corporate activities.

About the cover

Through the employee suggestion program, 3,278 ideas were submitted in 1974, which accounted for associated company savings of $14,426,478.

We've saluted seven of the most recent top idea people on our cover this issue, and they are (clockwise from top to left): Will Rutherford, $1,350; Al Guecia, $1,150; Fred Menges, $1,200; Ed Drydol and Frank Russo (R), split $1,350; and Charles Kocka and Frank Savage (R), who shared $1,325 in bonds. (Photos by Richard Breunig)

Mystery photos?

If you were wondering who took the striking series of photos on pages four and five of last issue's spread on the Kennedy deployment, well, you weren't the only one.

Unfortunately, the unsung efforts of Grumman's staff of professional photographers were more unsung than usual for that particular story, due to complete omission of the photographer's name.

Our thanks to Gerry Costello of the Calverton Photo Lab for a particularly fine job.

calendar

Notice of events for period July 29 to August 29 should reach Plane News by July 21.

Amateur Radio Club: Wed., July 16, 5 p.m., radio shack, roof of Pl. 5; guest speaker — American Radio Relay League; guests welcome. Emmett Goodman, Ext. 87125.

Chess Club: Every Tues., 5 p.m., Pl. 30 cafe; guests welcome. Pat Charovkine, Ext. 7915.

Coin Club (Bethpage): Wed., July 16, 12:05 p.m., vendor conference room, Pl. 25; informal lunchtime meeting. Ken Hale, Ext. 1936.

Coin Club (Calverton): Every Fri., 1st lunch period, instrumentation conference room, Pl. 6; visitors welcome.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe; partnerships arranged; guests welcome. Phil Hodge, Ext. 1195.

Fencing Club: Every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, Ext. 86048.

GACE Flying Club: 2nd Fri. of each month, Pl. 28, 5 p.m.; FAA film; business meeting; guest speaker — "Hangar Flying." Betty Schledorn, Ext. 7372.

Grumman Toastmasters Club: Wed., July 23, 5 p.m., conference room 1C, Pl. 25; regular meeting; guests welcome. Frank Locascio, Ext. 3683.

Rod & Gun Club: Every Mon., 8-10 p.m., Naval Reserve Training Center, Huntington; every Tues., 6-8 p.m., Colonial Firearms, Levittown; every Thurs., 6-10 p.m., Old Bethpage Club Range, W. Babylon; every Fri., 6-8:30 p.m., Marine HQ Range, Garden City; practice & matches; open to all Grummanites. Call GAA for information.

Stamp Club: First 3 Wed. of each month, 5 p.m., Pl. 30 cafe. Steve Hoops, Ext. 3926.

GRUMMAN plane news

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Bond drive tops 92% — Stuart big gainer

On June 20th the Grumman Savings Bond Drive came to an end with results, says President George Skurla that "establish Grumman as one of the aerospace leaders in savings bond participation." Over the three weeks of the drive, Grumman participation rose from 72 percent to 92 percent, a showing that is the second highest in the aerospace industry. "Everybody at Grumman should take pride in the Bond Drive results," says Skurla. "The drive shows what Grumman people can do when they set their minds to it."

The biggest gains were reported from Stuart, Florida, where the participation rate went from one of the company's lowest, 57 percent, to one of the highest, 97 percent — an increase of 40 percentage points in a few weeks.

Another big increase, 33 percentage points, was reported at Great River, which finished the drive with total participation at 94 percent. Other Savings Bond success stories were at Calverton (up 27 percent), Material Management and Product Operations (both up 22 percent), the Treasurer's Office (up 19 percent), and Security and Personnel Services (up 18 percent). Program Management-Electronic Warfare was up 18 percent to 100 percent participation, the highest group participation in the company. But the office of the Treasurer came close with 99.3 percent, as did Material Management with 98.6 percent.

Even more impressive than the quantity was the quality of the increased subscriptions. "We've found that many of our new bond subscribers have started out like new converts, signing up for hefty withholdings," says Pam Sechrengost, U.S. Savings Bond Issuing Agent. Also, many previous subscribers made very substantial increases, she adds.

Everybody involved "worked like the devil," says Administration Operations head Jake Bussolini, who led the drive. He expressed special thanks to Paymaster Bob Nolan and also to Irwin McCalla and Chris Tulli of his own staff, and Pam Sechrengost who "made bonds their number one priority." Most important, according to Bussolini, were the 18 Bond drive coordinators, situated throughout the company. "These coordinators," says Bussolini, "tried to avoid a high-pressure approach during the campaign, just laying out the facts in a low-key fashion."

"And, it's not over yet. Grumman could still stand number one among aerospace firms," he says, "if participation continues to rise over the next few months."

For additional information on the Bond program, or to receive a sign-up card, please call Pam Sechrengost at Ext. 86783.

Any bonds today. In an effort to focus attention on the bond drive, people in Plant 6 staged an "oldtimers" game. Some of the women staged their own demonstration for bonds – wearing skimmers and sandwich boards – between innings. (Photo by Gerry Costello)

Top winner. Grumman Corporation President Jack Bierwirth draws name of top prize winner in 1975 Savings Bond Drive. First prize was won by Charles Walters, Plant 80, who may choose either vacation tour or top appliance. Assisting Bierwirth at the bond drawing were: (L to R) Gus D'Errico, Vice President Tom Rozzi, Pam Sechrengost, Bierwirth, Chris Tully and Irwin McCalla. (Photo by Fred Annette)

Prize winners

Big winners in the 1975 Savings Bond sweepstakes were picked July 3 by Grumman Corporation President Jack Bierwirth. The two dozen winners were drawn at random from a metal drum containing the names of every Grumman employee subscribing to the Savings Bond program at the end of this year's Bond Drive.

For this year's drive Grumman is offering 24 vacation tour packages, from a week in California for two, to a three-day historic tour of Maryland. Winners will choose their prizes on a first-picked, first-to-choose basis, and may pick a comparable appliance in place of the vacation tours. The winners in order of their selection are:

Charles Walters, Plant 80; Peter Juszczuk, Plant 3; Anthony De Lucia, Plant 20; Joseph Sapienza, Jr., Plant 43; James Wheeler, Jr., Plant 43; Kevin Feeney, Plant 3; Mary Jane Frost, Plant 15; Edward Kuchlewski, Plant 4; Gwendolyn Harrington, Plant 43; Robert Edling, Plant 43; Albert Margarita, Plant 40; Mary Muro, Plant 2; Ronald Heitzmann, Plant 12; George Lofsten, Plant 6; Margaret Morelli, Plant 2; Michael De Mato, Plant 36; Fernando Martins, Plant 40; Marie Bennett, Plant 44; Robert Jenkins, Plant 35; Charles Benedict, Plant 3; Frank Rogienski, Plant 2; Patricia Egan, Plant 34; Charles Rodenburg, Plant 6; Zemonee Porter, Plant 87.

Missing something?

Do you need a defensive security briefing? The Department of Defense says you do if you intend to travel to or through a communist country on business or pleasure, or attend an international scientific, technical, engineering, or other professional meeting held outside the United States when it can be anticipated that representatives of communist countries will participate or be in attendance.

Information regarding such travel requires 30 days for processing in order to ensure all DoD regulations are fulfilled. Call the Corporate Security office, Ext. 3635.

Professional gathering. Members and guests of Twin Forks Chapter of National Secretaries Association (International) met June 19. Calverton secretaries (and Calverton spouses) were well represented: (from left) Beatrice Booker; Yvonne Strickland, Calverton Engineering Adm.; Elsie Hynna; Malinda Brumsey, F-14 Program Manager's office; Ann K. Dunn, CPS; Elfriede Merten, Flight Safety; Ann Sprague; Cordella Evans, A-6 Flight Test Manager's office; Elizabeth Anne Gensinger, NAVPRO, Calverton; Marie Downs, Plant 8 Manager's office; and Helen Hurley. (Photo by Gerry Costello).

Composite aircraft seen as 'wave of the future'

A supersonic jet fighter with virtually no structural metal in it. A machine for identifying cancer cells by sight — automatically. A fire hose nozzle that controls the water flow back at the pump truck. An automatic drill that can remember where it's been and which holes are out of alignment.

These items are not just some science fiction writer's dream but are either in existence already or will be soon. And all of them are the products of Grumman's Advanced Development Department. In the case of the automated device for identifying cancer cells, Advanced Development joined with the Grumman Research Department in a combined effort to produce a marketable product.

"We're looking for items here that have a chance of materializing as a Grumman product some time in the near future," says Advanced Development Director Artie August. "We're neither a research 'think tank' nor a production house — but a place where new technologies are developed for potential commercial application."

One of the areas Advanced Development — and Grumman — have been most active in lately is in the field of advanced composites. "We started working with advanced composites in earnest some 10 years ago," says August, who headed up the composite work until 1970.

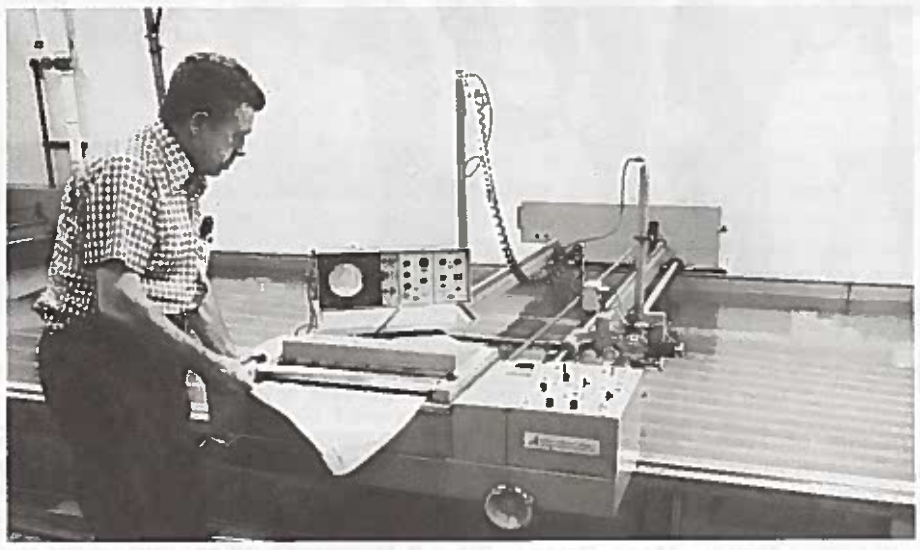
Composites are synthetic materials composed of materials such as glass fibers which are bonded together with an epoxy or resin base to produce a light-weight, tough material. Advanced composites use more sophisticated fibers such as boron or graphite to achieve greater compression strengths and stiffness than are achievable with fiberglass. With all composites, however, the resinous fibers are laid out in layers, one atop another, at varying orientations, upon a mold or template. They are then cured in an autoclave where the once-pliable composite structure hardens into its permanent shape.

One of the first big jobs tackled by Advanced Development's Advanced Composites group was the FB-111 (fighter bomber) aircraft for the Air Force. In 1966, Grumman developed a boron-epoxy wing-box extension for the aircraft. The demonstration program, says August, produced a 15 percent weight saving over the existing unpressurized metal box. Successive projects included the development of a boron-epoxy fighter wing for the Air Force, a booster thrust structure for NASA, and, most significantly, the F-14 horizontal stabilizer for the Navy.

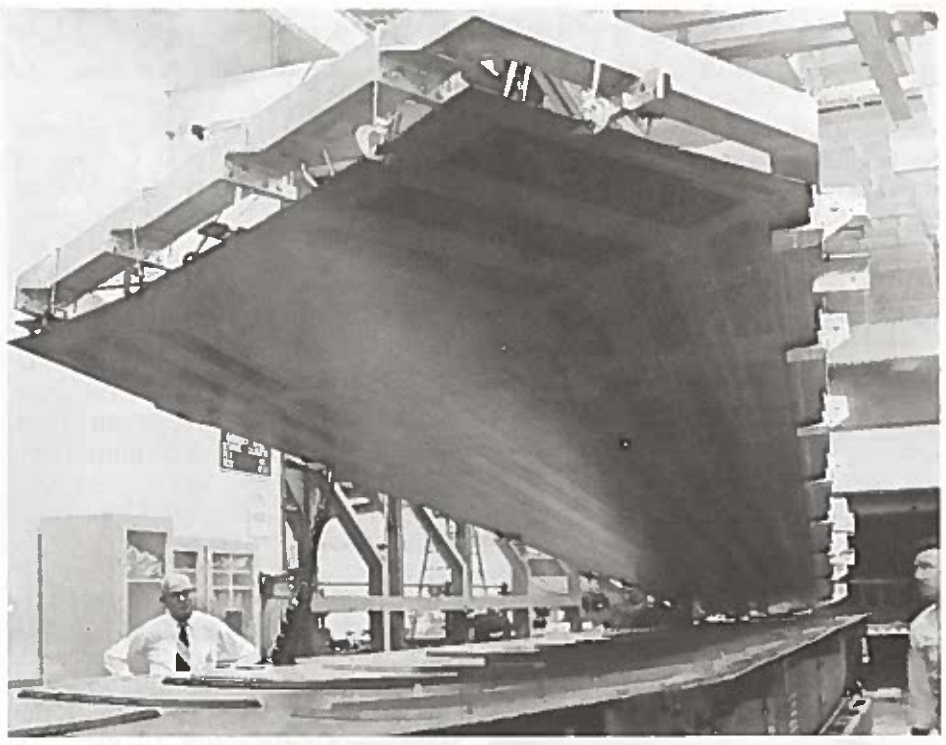
"The F-14 horizontal stabilizer was the first 'safety of flight' item (i.e. essential to the plane's survival) made from composites," says August. "And Grumman was the first company to develop this item for a production aircraft; we were about the only ones who had the necessary experience."

Though advanced composite materials are more expensive than metal, they can produce vital weight savings that result in improved performance and may lead indirectly to cost savings elsewhere. In the F-14 horizontal stabilizer, designers realized a weight saving of 19 percent over a comparable stabilizer of titanium.

In many ways, advanced composites also allow more flexibility in design since they can be varied in shape and can provide greater strength and rigidity and can reduce structural complexity, depending on the mix of fibers used. Hybrid structures, usually a combination of boron, graphite and glass fiber epoxies, are being used for an experimental overwing fairing for the F-14 and for the development of horizontal and vertical stabilizers for the Air Force's B-1 bomber.



Water bath. Ultrasonic inspection detects possible flaws.



Lift off. Dramatic lift off from mold of first cover for B-1 horizontal stabilizer occurred June 26. (Photos by Bob Settles)

The Air Force contract, actually two separate contracts for the horizontal and vertical stabilizers respectively, is a further step in the Air Force's continuing interest and involvement with advanced composites. That service has already spent some $200 million in advanced composite development contracts and represents a good portion of the 20 million in development dollars Grumman has devoted so far to composites.

The $13-million Air Force contract for the B-1 horizontal stabilizer calls for the production of two ship-sets. The first, left-hand portion of the ship-set will be static tested to destruction, while the right hand will undergo fatigue loading tests and residual strength tests. The second ship-set will be flight tested as part of the B-1 prototype program.

Both the horizontal and vertical stabilizers will be hybrid structures, a combination of boron epoxy and graphite epoxy materials. Although graphite epoxy is slightly less stiff than boron epoxy, it is nearly equal to boron in structural strength and is considerably less costly, about $40 per pound for graphite versus $160 to $200 per pound for boron. Program manager Walt Ludwig says: "Almost every new advanced composite aircraft coming along has graphite construction to some extent." According to Ludwig, the hybrid structure for the B-1 horizontal stabilizer will save about 15 percent in weight over a comparable structure in metal. And more importantly, it should save about 20 percent in costs.

Savings should also accrue for the B-1's vertical stabilizer. Grumman is producing three ship-set covers under a $1.9-million contract with Rockwell International. One of the three ship-sets will be used for static testing, one for fatigue testing, and one for flight testing. "Our job here," says program manager Robert Carri, "is to try to make the structures viable — capable of duplicating or exceeding what could be produced in metal at a substantial cost and weight savings."

One-half ship-set for the horizontal stabilizer will be ready in November and the vertical stabilizer program is not far behind.

But while Carri and Ludwig work on the B-1, the Air Force and Grumman are looking even farther into the future — toward an all-composite aircraft. In fact, the Advanced Design Composite Aircraft (ADCA), as the Air Force calls it, is already well along on the drawing boards under a $460,000 study contract from the Air Force's Flight Dynamics Laboratory.

"We're going to design the aircraft from the start with composites and see how the composites change the aircraft," says ADCA/ATF program director Dr. Renso (Cap) Caporali. The only major constraint in the Air Force contract is the stipulation that the aircraft use an in-production engine, meaning that to some extent the aircraft will be designed "around the engine."

"One of the big advantages of designing an all-composite aircraft from scratch," says Caporali, "is that we should be able to realize substantial cost savings by designing a smaller yet equally capable plane." Being smaller, the aircraft costs less to build, requires smaller engines, and uses less fuel. Fifteen to 20 percent is "one good guess," says Caporali, of possible savings with the ADCA.

Along with the cost savings, the

(Continued on page 5)

people

On June 25-28, the city of Pittsburgh played host to the Society of Women Engineers (SWE). Sima Miluschewa, an SWE member and a Grumman engineer, attended the 25th National Convention and returned to Bethpage with an invitation to all women engineers and engineering students to join the society. "One of the amendments to the SWE's constitution this year," says Miluschewa, "is to open the 25-year-old professional society to male engineers."

Founded in 1950, SWE is a non-profit educational and service organization dedicated to making known the need for women engineers and, at the same time to encourage young women to consider an engineering career. This professional society, which has a New York Chapter, has also served as a center of information for women in the engineering field and has encouraged women engineers to attain higher levels of education and professional achievement.

The Society has 3,000 national and international members and active student chapters at 42 colleges, universities, and engineering institutes. If you are interested in joining the SWE as a full-pledged, associate, or student member, contact Sima Miluschewa on Ext. 1168.

Another scholar ...

While 13 scholars from Long Island were being feted recently at Bethpage, Vice President Jim Zusi, who heads Stuart Operations, attended the Martin County High School graduation to personally present a $1,000 scholarship award to Philip Ngai from Grumman Aerospace. Commenting on the award, Zusi complimented Ngai on his interest in technology and then observed that despite the antitechnology attitude of certain environmentalists in recent years, when problems such as the energy shortages are solved, "It will be technology that solves them."

Prez sez 'Hi' ...

During a recent tour of Grumman's West Coast operation, President George Skurla took time out at Pt. Mugu to up-date Grummanites there on company programs and activities, toured the facility to view the Up-date II modification line (stopping to chat with old acquaintances on the way), then presented service pins to 45 members of the Pt. Mugu team, including 20-year man Tom Boyle, shown receiving his memento in this photo. Be-

fore returning to Bethpage, Skurla, accompanied by Joe Smith, director of Operations at Pt. Mugu for Grumman, and his deputy, Charlie Brown, visited with Rear Adm. J.M. Thomas, commanding officer of the Pacific Missile and Test Center.

...And mitts Main

After eight years of dedicated service, John Main of Tool Control, Plant 2 and a founder of Grumman Explorer Post 1000, stepped down as post advisor recently ... and during a luncheon in his honor at the Linden Tree in Bethpage George Skurla stopped by to add his congratulations to the scouting leader. Besides carrying home a plaque commemorating his service, Main also took away with him the thanks of Joe Longo, post chairman, and Joe Slattery, post advisor.

Tomcat vet

Hal Farley, a Grumman pilot associated with the company's effort at the Pacific Missile Test Center at Pt. Mugu, California, logged his 500th hour in the F-14 recently during a routine test flight from the facility. Farley began flying the F-14 back in 1971 when he assisted in functional check flights of F-14 No. 4 at Calverton, then ferried the plane to the West Coast for the weapon system research, test, and development effort. As Grumman's F-14A weapon system project pilot, Hal's been racking up those flight hours ever since, and now is looking forward to the next milestone — 1,000 hours.

New posts

Among those who recently received changes in assignments were: Walter A. Duester, B-1 as well as F-111 Quality Program Manager, Operations Quality; Robert R. Meardon, director of Property Management; Ernest Simpson, assistant to the director of Corporate Procurement Operations for Economic and Social Affairs.

He's been saluted. Navy pilot Lt. Cdr. De Burcham (R) was honored by Grumman recently for achieving 2,000 hours of flight time in the A-6. Shown here receiving his plaque from A-6 program director Bill Trillo, Commander Burcham, now attached to the Navy office at Calverton, tests not only A-6Es but F-14s and EA-6Bs as well. Burcham earned his wings in 1966, started flying Intruders in '67, and served in VA-196 and VA-95 during three Western Pacific cruises, and also was a training instructor with VA-128 at Whidbey Island. And he can fill in as a B/N as well. How's that for versatility!

Composites ...

(Continued from page 4)

ADCA should also be able to dramatically outperform its metallic predecessors. "In fact, the ADCA could represent the next generation tactical aircraft," says ADCA program manager Dick Hadcock, who has been working with advanced composites at Grumman for the last nine years, taking over from August as advanced composite chief in 1970.

And there is no doubt that advanced composites have an important role to play in the future of aerospace. Builders of high performance military aircraft, as well as commercial airliner manufacturers, are looking increasingly to advanced composites for design solutions. Grumman remains in the vanguard of advanced composite manufacturers and has been expanding its composite production capability, opening a new plant in Milledgeville, Georgia, and steadily increasing its development effort which now represents over 160,000 manhours annually.

Automated assembly

A largely automated assembly operation using lasers for cutting advanced composite "lay-ups" should be ready for operation sometime next year. The machine, the most advanced of its kind, should help streamline the time-consuming and costly lay-up operations, where the multitude of separate epoxy "plys" are laid one atop another, largely by hand, to build up the advanced composite structure.

August makes no bones about the fact that advanced composites, in his opinion, is the wave of the future, one that Grumman is determined to ride. "Composites and other advanced technologies will probably form the basis for much of the company's business 10 and 20 years from now" he says. "It's Advanced Development's job to insure that the new technology is mastered and available when those big production jobs start coming down the pike."

Personal

The family of the late Vincent A. Schneider wish to express their thanks and appreciation to the many workers at Grumman Aerospace who paid their respects during our time of sorrow, and to the Tool & Die departments of Plant 2 (where he worked) and Plant 1, and to ESO.

obituaries

ALFRED STIUSO of Machined Parts/Material, Plant 30, died June 25 at the age of 49. He had been with Grumman since 1966 and lived at 146 Nassau Drive, Albertson.

HENRY BARON of Electrical Fabrication, Plant 1, died June 25 at the age of 61. He had been with the company since 1943 and lived at 6 Baldwin Blvd., Bayville.

Begin countdown for July 19 picnic at Calverton

While many movie-goers are waiting for hours on ticket lines to see "Jaws", and numerous fans can't purchase tickets to the Rolling Stones' New York concerts, there is one event you can get tickets for — and you don't have to wait hours on line, either.

Tickets for the annual Grumman family picnic slated for Saturday, July 19, are now on sale at all Employee Service Offices. According to Gus D'Errico, all Grummanites and their family members living under the same roof are eligible; single employees may bring their dates. Tickets are $3 per person and there is no charge for family members under the age of 12. There is one catch though. *No tickets will be sold at the gate.* That leaves only five more days left to purchase your admittance into the picnic grounds.

The spacious Calverton picnic area will open at 8 a.m.

For those who are newcomers to the annual gathering, here are a few helpful hints on what to take along.

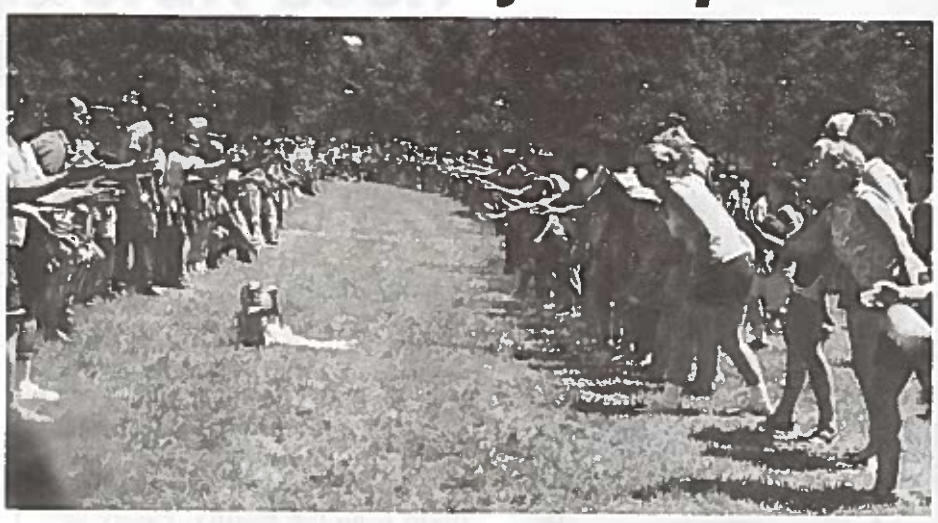
Admission price includes all the hot dogs, beer, milk, soda, and ice cream a person can consume gracefully in an eight-hour span. But many people each year find the annual Grumman picnic an opportune time to show off their barbeque skills. If you are an outdoor chef, you had better tote along an hibachi, charcoal, and matches.

The picnic tables at Calverton are plentiful but a little weathered so a plastic tablecloth might come in handy. Many picnickers also come supplied with folding chairs, tables, and an ice cooler.

In order to cut down on treks to the soda and beer stands, it would be a good idea to bring your own pitchers. Napkins and paper cups would prove useful, too.

And, in recent years, several Grummanites have placed banners over their picnic site to help coworkers locate them under the oak trees. (It's also a great navigation aid for lost souls returning to the flock.)

All checked off in the food department? Well, here are a few of the athletic events you may wish to include on your days's itinerary.



Immediately following the 10 o'clock flag-raising ceremony, the Grumman Athletic Association will blow the whistle to start the first of the morning races. Full listing of all the events appear in the picnic pamphlet you will receive at the gate. Wheel-barrow, three-legged, and potato-sack races are just a sampling of the planned athletic events. In past years, the main attraction has been the egg-throwing contest ... and this year should prove no different.

GAA also has three clinics lined up. Listen to the public address system for the exact time and location of the following demonstrations: the N. Y. Islanders' hockey team; N. Y. Nets' basketball squad; and the N. Y. Tomahawks' lacrosse team. And, don't forget to stop by the softball diamond at two o'clock to see the Calverton All-Stars take on the Grumman men's varsity squad.

From 8 a.m. until the 5 p.m. closing, the amusement rides will be running full throttle. For the smaller children, Totsville provides a mini-Ferris wheel and carousel, swings, two boat rides, a fire engine ride and two mini-trains — the L.I.R.R. and the Calverton Express. For the more daring, there are two new attractions: "Tilt-a-World," which is a modernized form of the old attraction, "Octopus," and "Jubilee," which D'Errico claims is even faster than the "Caterpillar."

If you don't feel up to racing or whirling around on the rides, you could dance to the music of the Grumman Employee's Band. They will be playing old favorites and jazz-rock selections throughout the day. At one o'clock the traditional hour-long stage show for the children will take place near the bandstand.

There is one more big event — the prize drawing. There are about 100 prizes in all contributed by the company, and from 2:30 through 4 p.m., ESO reps will be announcing the winners. In years gone by, lucky ones have walked away with TV sets, air conditioners, and freezers so hold onto your ticket stub.

Now that you know what is in store for you and your family at the annual Grumman Family Picnic on July 19, there is only one thing you might have forgotten. There are only five days left to purchase tickets. You can do that at your local ESO office.

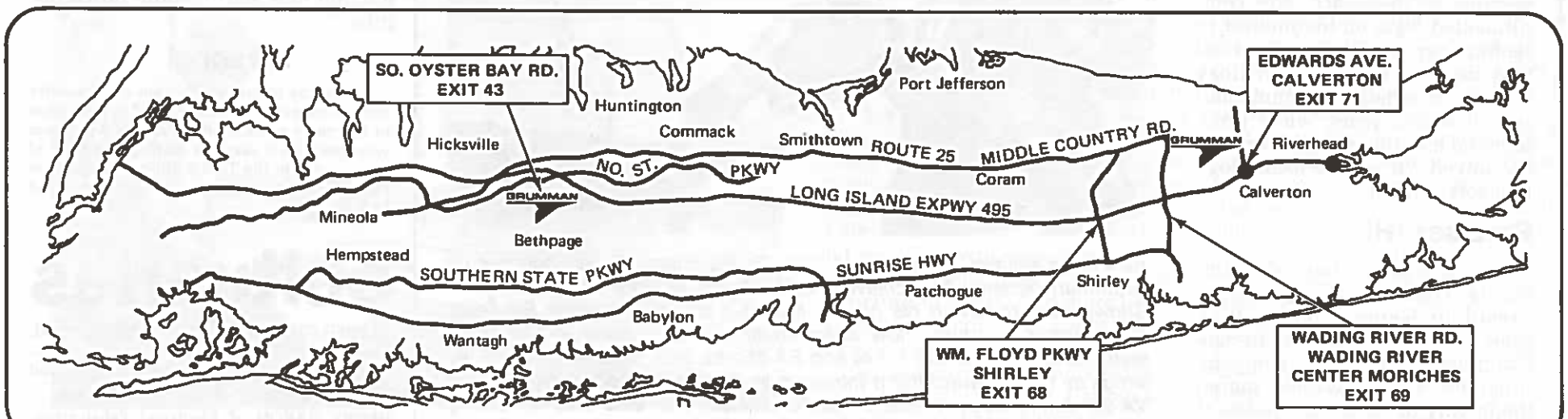
Just in case

If it rains on July 19, the Grumman outing will be held on Sunday, July 20.

Should a postponement be necessary, it will be announced early on Saturday morning over the following Long Island radio stations:

WLIR, Garden City (FM 92.7); WGBB, Freeport (AM 1240); WHLI, Hempstead (AM 1100); WBAB Babylon (AM 1440, FM 102.3); WALK, Patchogue (AM 1370, FM 97.5); WGSM, Huntington (AM 740); WLNG, Sag Harbor (AM 1600); WLIX, Islip (AM 540); and WRIV, Riverhead (AM 1390).

A quick check may also be made by telephone. Call PA7-1500 for the Calverton area or LR5-5111 for the Bethpage area.



Dive club membership climbs

The GAC Dive Club is presently conducting a 30-hour scuba diving training course that consists of classroom sessions in Plant 28 and water sessions at the Central Islip High School pool. The present class has an enrollment of 29 Grummanites and their family members.

At the conclusion of the classroom and pool training there will be two open-water checkout dives, and, should they pass, the students will become Certified Scuba Divers.

The following Grummanites and their family members are participating in the scuba diving program: Carl Acker, Robert Benze, Ronald Castiglione, Marie Cioffi, Brian Connors, Michael Connors, Joanne DelGaudio, Dan Drosin, George Estell, Michael Fuori, Barry Gilbert, Ed Grassi, Allan Hiltunen, Peter Hiltunen, Al Loeffler, Rosemary Manning, Douglas Murphy, Mark Ranaldo, Thomas Riordan, Barbara Riordan, Ken Simonsen, Laura Solla, Paul Speidel, Dennis Statuch, and Richard Whitney.

At the end of the summer, the Dive Club is planning on conducting another training class. Anyone interested in taking the course should contact Steve Failer, Ext. 1565, or Sue Mathisen, Ext. 2227, for further information.

Scuba students. Dive club instructors Doug Sherrard (L) and Al Andreiev (upper R) give scuba briefing to students Al Loeffler (C) and Barry Gilbert.

Tomcats win R.I. tourney

The Grumman men's varsity softball squad recently won the Hearthstone East Coast Invitational Industrial Slow Pitch tournament held in Providence, R.I. Meanwhile, the Tomcats are diligently in pursuit of another trophy in the Long Island Industrial League to add to their collection. Playing nights at Jones Beach field, the Tomcats are tied with the Nassau County Police for first place.

In the Providence tourney, the varsity players faced Health-Tex in the opening round. Highlight of the 4-3 Grumman victory took place with no outs in the top of the seventh inning. Left-centerfielder Mike Gallo, with his back to plate, managed to tip a line drive into the glove of his back-up man Bob Beattie for the first out. In the next diamong outing, Grumman wiped ITT-Grinell out of the ballgame, 7-2.

In the Providence Postal Service game, the Tomcats poured it on to chalk up their third victory, 21-0. At the plate, the Grummanites slugged 30 hits, and on defense, produced three double plays to keep the opponents scoreless.

The varsity squad continued to breeze through the winners bracket by bumping off the Providence City Workers, 13-4. Three hours later in the weekend tourney, Pulmonary Association of Boston handed the Tomcats their first loss, 13-4. Since each team had dropped a game, the setting for final showdown was held.

Grumman started their offensive attack in the first inning by sending two men across the plate. The contest was close until the seventh inning. With Grumman leading 4-3, Dom Pagnozzi stepped into the batter's box and punched a single, which started a 12-run assault by the Tomcats. Boston never got near and the Tomcats captured the 1975 tournament title for the second year-in-a-row.

Shortstop Dom Pagnozzi, averaging .520 for the tourney, was heralded as the tournament's Most Valuable Player. Other Grummanites who made the R.I. tourney All-Star list were rightfielder Greg Ryan who hit .650 with 10 RBI's, and leftfielder Mike Gallo who batted .619 and contributed 11 RBI's.

Goldsters get the Blues

On the L.I. Industrial tennis circuit, the Grumman Gold team members certainly had cause to celebrate recently when they won their first match ever over the Grumman Blue. But they don't plan on bringing out the champagne — not just yet. Both Grumman teams play each other three times. One more victorious outing over the Blue squad and then they'll pop the corks.

In the opening match, Bluester's Bill Jaklitsch and Gus Spyridon beat doubles team of John Hsu-Joe DiStefano, 6-4, 6-3. But the Gold's Bob Bentler-Dick Bergman team evened the score by defeating Jay Leng-Al Kirillin duo, 7-5, 7-6. In the final and deciding match, Craig Langwost and Norm Dvoskin buried the Blue team's winning streak by knocking off Bill Wenzel and Tom Adee, 6-4, 7-5.

For the past 12 years, Grumman has possessed the Industrial tennis cup. Three years ago, the company split its growing contingent of tennis players into two squads. Since then, the Blue team has reigned over the L.I. Industrial tennis kingdom.

Varsity breaks even

It's midseason in the L.I. Women's Industrial Softball league and the Grumman varsity finds itself standing in the middle of the road at 3-3. But being in the middle of the road is far better than being on the curb.

The women's contingent opened the season against Singer and quickly racked up their first victory, 8-5. Winning pitcher Carol Mayer went three-for-three at the plate with two RBIs. Additional firepower was supplied by shortstop Nancy Bradley, outfielders Hermie Goldecker and Carol Goodwin, and catcher Alice Dooley.

Despite a three-run homer by Kathy Jordan and solid hitting by Debbie Bianco and Bradley, the Grummanites were crushed by the Division I powerhouse team, Parkway Inn, 17-7.

In the following diamond expedition, outfielder Jordan repeated with a three-run homer — only this time her effort was not wasted. The varsity defeated N.Y. Telephone, 9-4. In the fifth inning, their opponents' rally was quickly extinguished by a fine running catch of a line drive by outfielder Bianco, and a doubleplay involving Joan Schwab at third base and Eileen Carolock at second. Bianco rounded out her effort with a solo homer in the sixth inning.

Against AMF, Mayer struck out seven batters for a season high. With the varsity leading 3-1 at the top of the sixth, Schwab connected for a two-run homer.

Unfortunately, the Grumman varsity evened out their win-loss record by dropping the next two games ... first to Avis and then to Singer.

Discount tickets

Discount tickets for the World Team Tennis doubleheader on Wednesday, July 16, are now on sale at the GAA office in Plant 30. The tickets — $6 seats for $3.75 — are for the following tennis matches: Sets vs. Hawaii and San Diego vs. Boston.

Baseball tickets are also available at the GAA office for the July "Grumman Nights at Shea Stadium".

Contracts dump DCAA

The DCAA team may have won the "Government Bowl" last month by defeating NAVPRO on the softball diamond, but F-14 Contracts (Plant 1) stole a victory from the bowl champs last week, 23-21 (a safety in the last quarter won the game.) Top sluggers for the victorious F-14 Contracts crew were Steve Weinberg, Bob Barran, Dick Engelbart, and John Engel. Winning pitcher was John Becker.

Top keglers. Four members of the F-14 crew at Patuxent River, Md., recently captured first-place honors in the Northside Hammer Slammers bowling league. Members of the winning team are (L to R): Joe Fusaro, Gordon Cady, Joe Berka, and Vito Farinola.

Announce GAA fall trips to Antigua and St. Croix

It's difficult to envision the beginning of the long winter months in the middle of July. But here's an opportunity for Grumman employees, their immediate family members, and retirees to prolong their "perfect" tan. GAA is scheduling trips to Antigua and St. Croix for Thanksgiving week and the first week of December.

Here's how the trips shape up:

Antigua — November 21 to 28, round-trip flight, double occupancy (twin beds), two meals per day (breakfast and dinner), transfers between airport and hotel, gratuities and taxes, stay at the Halcyon Cove Hotel. Costs: $377 per person, double occupancy; $422, single occupancy; $360, triple occupancy; and $185, for children under 12 years sharing room with parents. Sign-up on Tuesday, August 5, at 5:30 p.m. in the Plant 28 lobby. Personnel must be present. Names will be drawn to determine order of sign-up.

St. Croix — December 4 to 11, round-trip flight, stay at Grapetree Beach Hotel, double occupancy (twin beds), breakfast and dinner daily, gratuities and taxes, transfers between airport and hotel. Costs: $387 per person, double occupancy; $473 for single occupancy; $381 for triple occupancy; and $206 for children under age 12 sharing room with parents. Sign-up will take place on Wednesday, August 6, at 5:30 p.m. in the Plant 28 waiting room. Same procedure as Antigua trip.

These two GAA-sponsored trips are open to all Grumman employees, members of their immediate family, and Grumman retirees. Guests will be accommodated if space is available. On the respective sign-up dates for the GAA trips, deposit of $200 is required with the final payment due on October 1. Bob Benn, head of GAA, also notes that the prices are based on current air fare and are subject to change. Please make checks out to Austin Travel.

Present Tomcat. Maj. Art Tozzi (L), F-14 project officer, and Grumman Field Service supervisor Don Brent recently presented a model of the Grumman F-14 Tomcat to Maj. General R. H. Spanjer, commanding general, 2nd Marine Aircraft Wing, at Cherry Point. The first Marine F-14 squadron, Marine Fighter Attack Squadron-122, will be operational at Beaufort, S.C., in early December. (Marine photo)

Quality pays off. Capt. Richard Wilson, Naval Plant Representative at Bethpage, presented monetary awards and length-of-service citation to NAVPRO personnel at Plant 35 recently. Bruce Gierie (2nd R) was saluted for 20 years of service with the Government while Edward Moran (shown receiving check from Captain Wilson) and Albert Capellino, Marie Miller, Evelyn Cornell, and Frank McNally were presented checks for their suggestions.

Set annual GAA golf tourney for August 12 at Hampton C.C.

Weekend golfers know the score: if you want to tee off early, you have to sign up early. The same holds true for the annual GAA golf championship and "kickers" tournament slated for August 16 at The Hampton Country Club near Riverhead. According to tourney director Mike Cherry, the field is limited to 144 golfers. He recommends that full payment of $15.50 accompany your reservations.

The cost for the day's outing includes greens' fee, buffet dinner with beer, trophies, and kickers' prizes. Individual trophies include those for low gross, low net, longest drive, and closest-to-pin. The awards will also include those for seniors (men over 50 years of age) and for women.

Competition for low-net trophies will be based on the Callaway system. Your Callaway handicap will also be used for the kickers' prizes. To be eligible for the kicker awards, a golfer after subtracting his or her handicap from the gross score must show a net score between 70 and 80. The prizes will be drawn following the competition.

Besides reminding all golfers of the limited field, Cherry also says you should try to sign up as foursomes. Golf carts for two are available — on a first call basis — for $12. The clubhouse dining room will be open for breakfast before the tourney's 10 a.m. shot-gun start.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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